AFFAIRS OF THE RAILWAYS

Shipping Will Fall Off During Holidays and Cars Become More Plentiful.

Not a Station Along the Line of Any Road That Hasn't Suffered for Lack of Cars-Some of the Old Bee-Line Men to Be Promoted.

The train records for the week ending Dec. 19 show that there were received and forwarded at Indianapolis 1,174 fewer loaded cars than in the week preceding, which is wholly due to a scarcity of cars or lack of power to move the business offered, as there is not a station, large or small, which is not in need of cars to move the freights, all depots, elevators, warehouses and storage sheds being crowded with cereals or freight of some classawaiting cars to move it. Fortunately, say the freight men, the weather has been unexceptionably good for moving freights of all classes. Had it been a wet fall and early winter, or cold and severe, with snow, making it impossible to haul full trains, the situation would be even more troublesome. There are indications that during the present week empty cars will be more plenty, but not sufficient in number to greatly relieve the present conditions, as with the present movement it is requiring all the power the roads have, and some of the Northern roads are leasing engines from roads south of the Chio river, where the freight movement is not so heavy. As for eight weeks past, the heaviest movement is eastward. The Vandalia brought, in 1,351 loaded cars, against 7.4 sent west; the Indianapolis & St. Louis 1,500, against 772 sent west. There were forwarded over the Bee-line division of the Big Four 1.205, against 776 loaded cars brought in, and the same ratio is shown with other east-and-west lines. While the heaviest tonnage going forward is grain, the shipments of flour have increased considerable, and the cotton movement is still heavy with some of the lines. Export shipments continue heavy beyond precedent, and with this shipments of grain to New York and New England points are much heavier than thirty days ago. Westbound the tonnage is, comparitively speaking, light, but freight men say it is heavier than at the corresponding period of 1800. Especially is transcontinentalthe shipments machinery, furniture and other the Pacific coast depends on the Eastern markets to supply. being very heavy. Business with the northand-south roads is good, but mostly of a local character. The last week the scarcity of cars has been felt in moving local traffic. City freight agents are resorting to all kinds of schemes to get cars, and the reports will show that in December, 1891, cars carrying local freights were loaded and un-

Name of Road.	Londed curs, 1891	Louded cars, 1890	Londed cars, 1889	Loaded cars,
L., N. A. & C., Air-line	358	292	360	301
I., D. & W	416	422	388	431
C., H. & D. (Ind'p'l's div.)	762	644	756	766
L. E. & W	572	561	519	425
(I. & V	318	667	466	563
Penn'a lines J. M. & I.	1,051	1,091		781
Chic godiv	391	555	556	287
(Corb's div	1,327		1,957	1,910
Peorit SEast div	1,581		635	657
Eastern Westdiv	1,604	The second second	820	753
Chicago div	2,856		1,930	
Big Four Ci'e'n'ati div	3,419	2,874	2,614	2,363
Cl'v'l'nd div	2,075			1,874
Vandalia	2,125		2,256 2,219	2,006
Totals	20,896	19,663	18,264	18,050
Empty cars	4,810		5,006	
Total movement	25,700	23,549	23,270	23,157

loaded more promptly and made more

mileage than in years past it was thought

possible. The hog crop is moving briskly.

There is a heavy movement of Ohio coals

over Indiana roads, and the mild weather

admits of an unusually free movement of

produce for a winter month. At the pres-

ent writing there are no indications that

there is to be a lighter movement of freight

for months to come. Below is given the number of loaded cars received and for-

warded at this point for the week ending

Dec. 19, as compared with the corresponding week of the preceding three years:

Official Changes on the Big Four, In the making of official changes on the Big Four lines, which take effect Jan. 1 some of the old Bee-line men are promoted. A. G. Wells takes the St. Louis division; C. J. Stedwell, now on the Cleveland division, succeeds Mr. Wells on the Indianapolis division, and T. G. Higgins, superintendent of telegraph, succeeds Mr. Stedwell on the Cleveland division. C. Rhodes, trainmaster, is appointed superintendent of tele-

Wm. Taussig, president of the Terminal Railroad Association of St. Louis, gives notice of the appointment of J. Q. Van Winkle, now superintendent of the St. Louis division of the Big Four, as general superintendent of the former, and F. Stillwell is appointed assistant superintendent, in charge of transportation.

Persons who are acquainted with E. P. Lord, assistant superintendent of motive power of the Pittsburg, Fort Wayne & Chito succeed F. P. Boat o road, who is man as superintendent of motive power of the Big Four lines, say that he will be an excellent man for the position, he being a master of this branch of railroad service. On the Cincinnati division of the Big Four, J. L. Withrow, chief train-dispatcher, is promoted to trainmaster and O. B. Hal succeeds him as chief train-dispatcher. On the Cleveland division, E. L. Kenney, chief train-dispatcher, is promoted to trainmaster and F. B. Gee succeeds him as chief train-dispatcher.

On Jan. 1 Wm. Quinn, general yard-master of the Big Four at Columbus, O., retires to accept a similar position with the Baltimore & Ohio, at Cincinnati and will be succeeded at Columbus by J. F. Naddy.

Wanted to Be Indemnified, In an interview with General Manager Baldwin, of the Flint & Pere Marquette road, in Saginaw, Mich., he says no more trains will be run to Toledo over the Lake Shore tracks. The trouble grows out of the recent wreck, when a Flint & Pere Marquette train ran into a Lake Shore train and killed ten people. President Newell demanded a contract from the Flint & Pere Marquette road indemnifying the Lake Shore against liability in case of accident. As the Flint road has no control over the Lake Shore rules it was determined to stop running its trains into Toledo, but will connect at Detroit and Monroe.

Traffic Notes. The Big Four is fast recovering its hold on the live-stock traffic movement East, Its new Hicks stock cars are coming into

service when most needed. On Friday last there were delivered at Cincinnati by the Chicago division of the Big Four, 346 loaded cars, the largest delivery in twenty-four hours in the history

of the road. The Vandalia last week brought in 1,351 loaded cars, against 1,285 in the corresponding week of 1800; the St. Louis division of the Big Four 1,303, against 1,035 last year. About four hundred ear-loads of live stock

were brought in over these two roads. The unfavorable exhibit made last week by the Cincinnati, Hamilton & Dayton in freight movement was due to a lack of power, three engines of the Indianapolis division having been crippled during the week. On Saturday morning there were over two hundred loaded care at the Indianapolis yard to go East.

Superintendent Darlington, of the Indianapolis division of the Pennsylvania lines, says their side-tracks are full of oaded cars, and there is not power enough to move them, everything in the shape of an extra engine being in service between Columbus and Pittsburg, where they are moving 150 to 160 trains a day.

Personal, Local and General Notes. John Newell, president of the Lake Shore road, is reported to be quite ill. M. E. Ingalls, president of the Big Four

lines, will arrive in the city this evening. and will remain until noon to-morrow. Dudley Evans has been appointed gen-

B. Simpson superintendent of the Nebraska division, and Amador Andrews general superintendent of the central department. Arthur Turnbull, secretary of the Chicago & Erie road, who for some days last week was critically ill, was on Saturday much

F. Woollsey, traveling passenger agent of the Queen & Crescent road for the last ten years, died at Dwight, Ill., on Saturday, of pneumonia. S. T. Lingle, formerly an agent on the Monon, has been appointed agent of the Louisville & Nashville and the Kentucky

Central roads at Livingston, Ky. The Ohio & Mississippi is doing better in the matter of earnings, the second week of this month showing an increase over the corresponding week of 1890 of \$10,746.99. Two of the east-bound roads have re-

fused to have anything to do with Mr. Blanchard's new tonnage pool, on the ground that it would be an illegal move. The Toledo, St. Louis & Kansas City road shows an increase in the second week of December over the corresponding week of 1890 of \$16,651, earning in that week \$47,045.

Members of the Western Freight Association are taking a vote on the question whether the minimum weight of 24,000 pounds per car includes grain only and its It is said the Wabash will show a hand-

some increase in passenger as well as freight earnings the last half of this year. In November the increase was 10 per cent. over November, 1890. Beginning with Jan. 1 passenger conductors on the Chicago & Alton road will

be required to furnish a \$500 security bond. By this method the road expects to insure honesty and dispense with "spotters." C. P. Atmore, general passenger agent of the Louisville & Nashville road, has gone East to look after business. The Southern lines on the coast are taking too much of

the business which formerly came to the L. & N. via Louisville. The Pennsylvania Company is getting the material on the ground to lay a second track from Grafton to Beloit, a distance of fifteen miles, and at several other points on the lines such an improvement will be be-

gun in earnest in the early spring. At the Trunk-line passenger meeting in New York, last week, the resolution intro-duced by General Passenger Agent Scull, of the Baltimore & Ohio, requesting the railway managers to suspend the police powers of the board of rulings, was adopted

by a vote of 12 to 7. The Chicago & Rock Island and the Chicago, Burlington & Quincy passenger departments bave got into a rate war which bids fair to extend to other lines un less immediately checked. It is on business between Chicago and Denver, which is good fighting ground for other roads as well as the two named above.

A committee on management has been ap-pointed for the new railroad department of the Young Men's Christian Association at Logansport, and a building near the Penn-sylvania station is being remodeled for the headquarters. Railroad Secretary Gibson, of Marshalltown, Ia., is to take charge of the Logansport department Jan. 1. There is already a guaranteed membership of three hundred Pennsylvania employes, and the company has granted a liberal appro-priation to aid in the work.

It has excited some surprise that the Lake Erie & Western people are not taking more interest in the location of the new State fair grounds. In speaking of the matter an official of that road said: "We do not want it on our line, as there is no money in it to any road. There will be one busy week in the year; other business must be discommoded to accommodate it; a very low fare will be demanded for the passengers carried, and the chances are one in ten that one or more of the passengers will get injured or killed, and damages the road would have to pay would take the whole receipts from earrying the business." Another railroad official who stood by remarked that the L. E. & W. took a very sensible view of the matter.

RECENT PUBLICATIONS.

Received through the Bowen-Merrill Company, The increasing interest in recent years in the works of Geoffrey Chaucer has culminated in the appearance of a work entitled "Studies in Chancer; His Life and Writings," by Prof. Thomas R. Lounsbury, of Yale University. It is by far the most complete and comprehensive work on the subject that has appeared. The author has made a close and thorough study of all sources of information and of everything that has been written concerning Chancer, verifying some things and disproving others, correcting errors and making new discoveries concerning the poet's life and writings until he seems really to have exhausted the subject. The work, which makes three volumes of generous size, is at once a trustworthy biography of Chancer, a compilation of the legends concerning of his works. Incidentally, it throws much ight on the sources of modern English and the beginnings of our poetic literature. The work is published in handsome style

by Harper & Brothers. "The Deluge" is the title of a new novel translated from the Polish of Henryk Sienkiewicz, by Jeremiah Curtin. It is a sequel to "With Fire and Sword," by the same author, and, like that, is an historical novel. The theme of the story is the Sweedish invasion of 1655, and the treason of the Polish nobles who united with the Swedes. "The wars described in 'The Deluge,' says the translator, "are the most complicated and significant in the whole career of the commonwealth." The hero of the book, Pan Andrei Kmita, is delineated with remarkable power, and the wonderful development of his characterfrom the beginning of the book, when his nature is wild and untamed beyond description, to the end, when he becomes the savior of the king and commonwealth, after almost unequaled devotion and selfsacrifice-gives this great historical romance a place even above "With Fire and

Sword." Two volumes, cloth, \$3. Boston: Little, Brown & Co. Cassell & Co. issue in book form the bound numbers of "The Magazine of Art." The work is strictly artistic, treating of the different forms of modern art, the leading representatives of the different schools and galleries and their most noted and characteristic works. The literary part of the work, which is evidently done by conpetent hands, furnishes a comprehensive review of the present condition of modern art, while the engravings, which are num-erous and beautiful, make one acquainted with the best works of modern masters. There is hardly any form of contemporaneous art that is not intelligently treated and fully illustrated. The work is published in beautiful style, and would make an elegant gift-book to an appreciative

The benefits to be derived from an intelligent study of the origin and changes of words are obvious. In the first place, the more familiar we become with a thought implement, the more likely are we to enlarge our thought power. In the second place, the fuller our knowledge of the capabilities of meaning latent in words, the greater our power of enjoyment and the keener our sense of relation to our fellowmen. Persons interested in the subject will find it well treated in a work entitled "English Words," by Prof. C. F. Johnson. Though written primarily as a text-book, it has a wider scope, and can be read with profit by all who are fond of tracing English words to their origin and through their various changes. It contains much

lover of art. Ornamental cloth, gilt edges.

enrious and interesting information. Harper & Brothers. A new volume of poems by Edgar Fawcett, entitled "Songs of Doubt and Dream," will attract the attention of those who admire his style. Mr. Fawcett is the leading representative of that school of poetry which deals with topics of the time and with human passions, follies and frailties as he sees them. He is always earn est and vigorous, but not always poetical, according to the ordinary standard of poetry. He evidently thinks more of the thought that stirs him than of the manner of its expression, though he is by no means a slovenly writer. What he seems to lack eral superintendent of the Atlantic department of the Adams Express Company, vice most is imagination and poetic fancy. This
W. J. Hancock, recently deceased; George volume contains quite a number of poems,

some of considerable length, and all strong and earnest. New York: Funk & Wag-

palls. A handsome book in appearance and a delightful one in its contents is "Sharp Eyes," by William H. Gibson, author of "Pastoral Days," etc. It purports to be the weekly record of a rambler and lover of nature among insects, birds and flowers. The "Sharp Eves" business is in the close study and scrutinizing observance of nature in all forms of life, organic and merganic, their various charms, apparent and hidden, being set forth in wonderful and pleasing detail. The changes of nature's forms by seasons, and even by weeks, are duly noted and described. The work is beautifully illustrated by the author, his sketches being truly illustrative and artistic. It is a book to be enjoyed by all lovers of nature. Harper & Brothers.

The city of Florence, with its treasures of art and historic lore, has been much written about, but the subject is one of perennial interest. In "The Lily of the Arno," by Virginia W. Johnson, it is presented in a manner that gives it the attractiveness of a new theme. Next to visiting Florence and exploring its beauties is the enjoyment to be derived from reading a book like this, which portrays them all in due proportion. It is a picture of Fiorence, past and present, by a master hand. The illustrations are numerous. artistic and beautiful, and the work is printed and bound in handsome style. White vellum cloth, \$3. Boston: Estes & Lauriat.

One of the handsome books of the holiday season is the Stirling edition of Scott's "Lady of the Lake." The volume contains the entire poem, with all of the author's introductions, various readings and editor's notes. The poem itself is a classic, and this fine volume is a worthy presentation of it. The paper, typography and binding are all of the most elegant order, the latter being gray silk cloth, but perhaps the most attractive feature are the monochrome and tinted engravings. These are very numerous and remarkably beautiful, giving a finishing touch to a volume that is altogether elegant. Cloth, \$4. Estes & Lauriat.

"Ciphers," a new novel by Ellen Olney Kirke, is a story of considerable merit. The plot has intricacy enough to excite interest, the characters are well drawn, and some of the situations are decidedly dramatic. The author excels in lively conversation, such as passes current in fashionable society, and some of her society characters are admirably portrayed. The principal movement of the story is a pretty romance, which has a natural culmination and happy conclusion. Altogether, "Ciphers" is a very clever story. Cloth, \$1.25. Boston: Houghton, Millin & Co.

Houghton, Mifflin & Co. issue a new edition of John G. Whittier's beautiful poem, "Snow-bound." It is well entitled "s winter idyl," for it breathes the genuine atmosphere of a New England home in winter. The poem itself is too well known to need either introduction or praise. The special features of this edition are the beautiful typography, the apt illustrations, a preface by the author and a frontispiece portrait of him. Ornamental cloth, \$1.50.

"Atlantis Arisen" is the somewhat fanciful title of a narrative of travel through Oregon and Washington by Mrs. Frances F. Victor. The author has spent a good deal of time in those States, and seems to be very familiar with their resources and attractions. She has written an instructive book, the text of which is aided by numerous photogravure illustrations of notable places and scenery. Cloth, \$2.50. J. B. Lippincott & Co.

"Val D'Arno" is the title of a volume which includes ten lectures on Tuscan art. by John Ruskin, with an introduction by Charles Eliot Norton. This is the first volume of the Brantwood edition of Ruskin's works, and will be followed by oth ers, to be issued by the same publishers, Charles E. Merrill & Co., New York. It is handsomely illustrated.

"Under the Queen," by Henry Tuckley treats of present-day life in England and the social customs and characteristics of the people. It contains little that is new and a good deal that is commonpiace. Nevertheless, it presents some interesting pictures of daily life among the common people of England. Cloth, 90 cents. Cincinnati: Cranston & Stowe.

"The Miracles of Missions," by Rev. Dr. A. T. Pierson, editor of "The Missionary Review of the World," is a compilation of extraordinary facts going to show the special interposition of Providence in the extension and establishment of missions in the different parts of the world. Cloth, gilt top, \$1. New York: Funk & Wagnalls

A new novel by Elizabeth Stuart Phelps. entitled "Friends," is a very readable story of a somewhat serious turn, but none the less interesting on that account. Its characters are well depicted and the style presents the author's usual characteristics of force and clearness. Paper covers, 50 cents. Houghton, Mifflin & Co.

Rosa Nouchette Carey has become popular as a writer of stories for girls, of which she has written several. Her latest. entitled "Averil," is published by the J. B. Lippincott Company, uniform in style with her previous works. It is a wholesome story. Cloth, \$1.25.

Books Received. "Caritas, an Allegory," by Martha Benedict. Chicago: Searle & Gorton. "For Honor's Sake," a sequel to "The Squire's Daughter," by Lucy C. Lillie.

Philadelphia: Porter & Coates. "Sybil Brotherton, the Test of Faith," a novel by Mrs. Southworth. Paper, 25 cents. Philadelphia: T. B. Peterson & Bros. "The Man from Nowhere," a novelette by Flora Haines Loughead. Paper, 25 cents. San Francisco: C. A. Murdock & Co.

"A Divided Duty," a novel by Ida Lemon. ssued in the series of Select Novels, by J. B. Lippincott Company. Paper, 50 cents. "Duchess Annette," a novel translated from the French of Alexander Dumas's son. Paper covers, 50 cents. Chicago: Laird &

"The Flight of the Shadow," a novel by George MacDonald, Issued as No. 85 in Town and Country Library, by D. Appleton & Co. "Monsieur Bob," a lively story of adventure in the far East, by St. George Rathbone, St. Paul: The Price-McGill Company. Paper, 50 cents.

"A Widower Indeed," a novel by Rhoda Broughton and Elizabeth Bisland. Pub-lished in Town and Country Library, by D. Appleton & Co. Paper, 50 cents. "The Story of Our Continent; a Reader in the Geology and Geography of North America, for the Use of Schools." by Prof.

lbsen's works. Paper, 25 cents. Boston: Benj. R. Tucker. "Mr. East's Experiences in Mr. Bellamy's World; Records of the Years 2001 and 2002." translated from the German of Conrad Wilbrandt by Mary J. Safford. Paper, 50 cents. Harper Bres.

"The Quintessence of Ibsenism." by G.

Burnard Shaw. An attempt to interpret

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N. S. Shaler. Boston: Ginn & Co.

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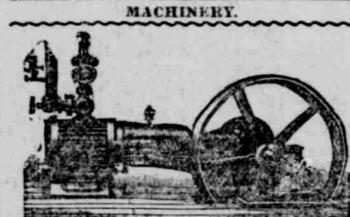
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